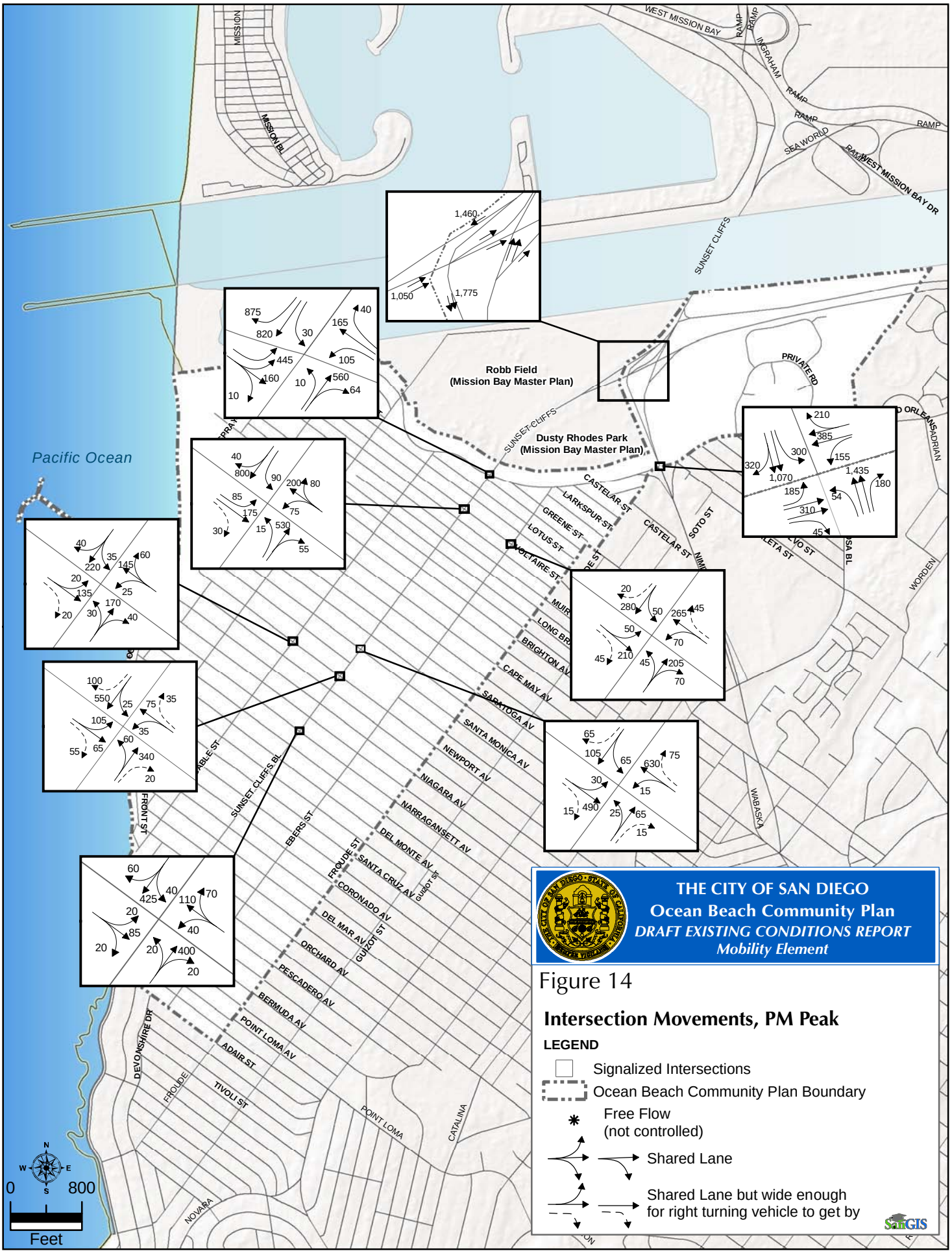

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Figure 14

Intersection Movements, PM Peak

LEGEND

- Signalized Intersections
- Ocean Beach Community Plan Boundary
- Free Flow (not controlled)
- Shared Lane
- Shared Lane but wide enough for right turning vehicle to get by

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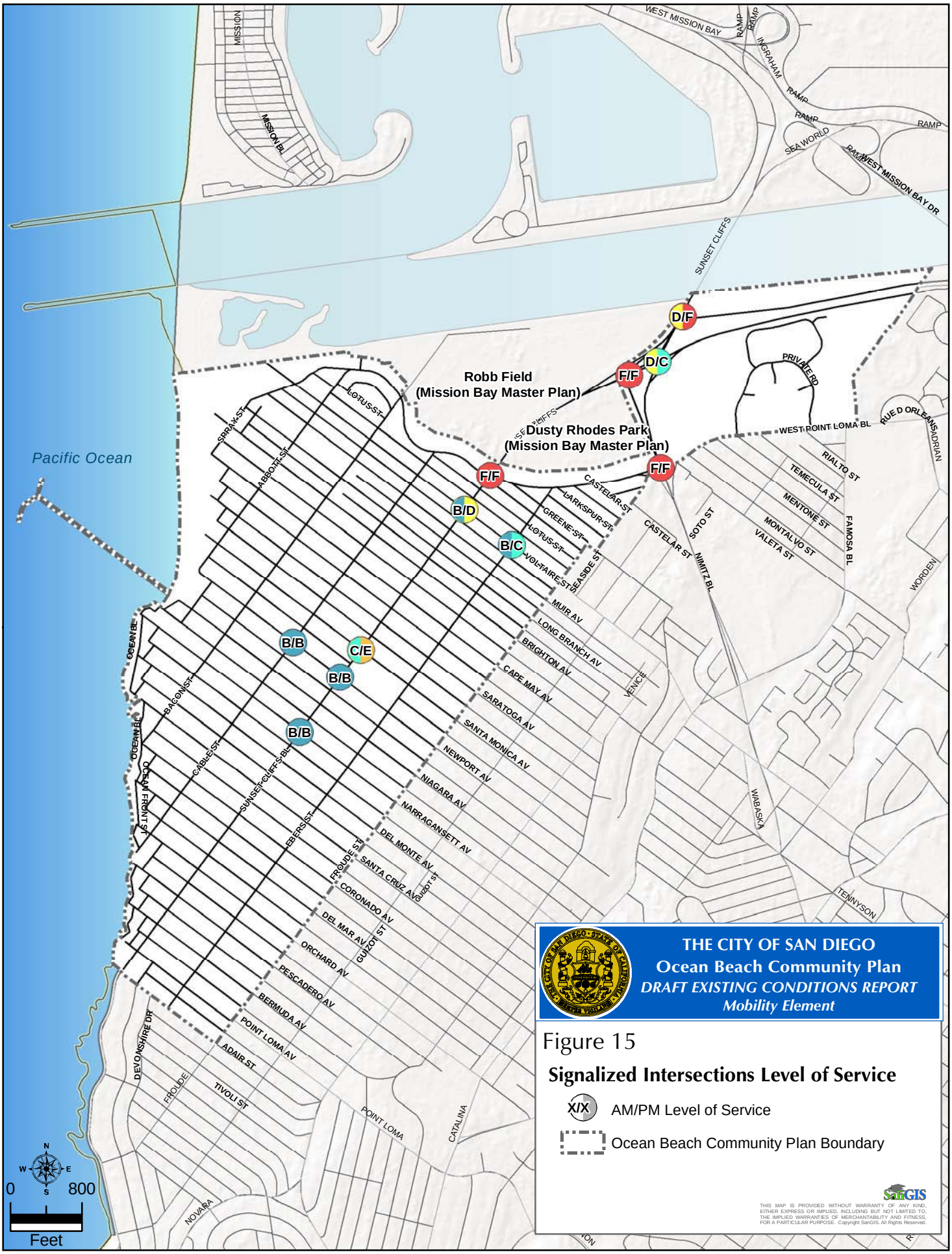

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Figure 15

Signalized Intersections Level of Service

X/X AM/PM Level of Service

Ocean Beach Community Plan Boundary

Collisions
The collisions in the community are analyzed based on various factors. A comparison is made for each of the factors between the community and the city-wide average. Appendix M will detail the collision evaluation, after data is analyzed as part of the next update of this report.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Coordinated traffic signals in the community are along Sunset Cliffs Boulevard (see Figure 12). No other ITS technologies have been implemented in the community.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The nature of employment in Ocean Beach is such that there are not employers with high enough number of employees that would result in preparing and implementing a TDM plan.

BIKEWAY SYSTEM

Ocean Beach is a community where bicycles are used extensively. The flat terrain near the beach areas, the grid type street pattern, the high demand for the limited automobile parking, the short distances between destinations within Ocean Beach, and the connection of Ocean Beach bikeways to the citywide system of bikeways are all factors in bicycle usage in this community. Ocean Beach's bikeway system is composed of Class I, II and III bikeways and is shown on Figure 16. As was indicated in the Public Transit section above, all the buses that serve Ocean Beach are equipped with bicycle racks. This accommodates bikers' regional access. The number of bicyclists who crossed at signalized intersections during peak periods are shown on Figure 17. The following is description of each classification of bicycle facility.

Class I Bicycle Path
A Class I Bicycle Path is a completely separated right-of-way for the exclusive use of non-motorized vehicles and pedestrians. A Bike Path is provided along the south side of the San Diego River Flood Control Channel, from near the ocean and extending to connect onto the Bicycle Path of Sunset Cliffs Boulevard. Another Class I facility goes along the south side of the San Diego River Channel from Sunset Cliffs Boulevard. eastward for 1.9 miles to Pacific Coast Highway.

Class II Bicycle Lane
A Class II Bicycle Lane is a painted lane for bicycles, marked between the traffic lane and the curb (if parking is prohibited), or between the traffic lane and parking (if parking is allowed). Special signing is installed to identify this category. Sunset Cliffs Boulevard and Nimitz Boulevard have Bicycle Lanes between Interstate 8 and West Point Loma Boulevard.

Class III Bicycle Route
A Class III Bicycle Route is a non-exclusive street route, shared with vehicles which is designated as a preferred bicycle route and identified with special signing. In the north-south directions, Ebers Street, from Point Loma Avenue to West Point Loma Avenue is the main uninterrupted route. Connectivity to Peninsula is provided via West Point Loma Avenue, which

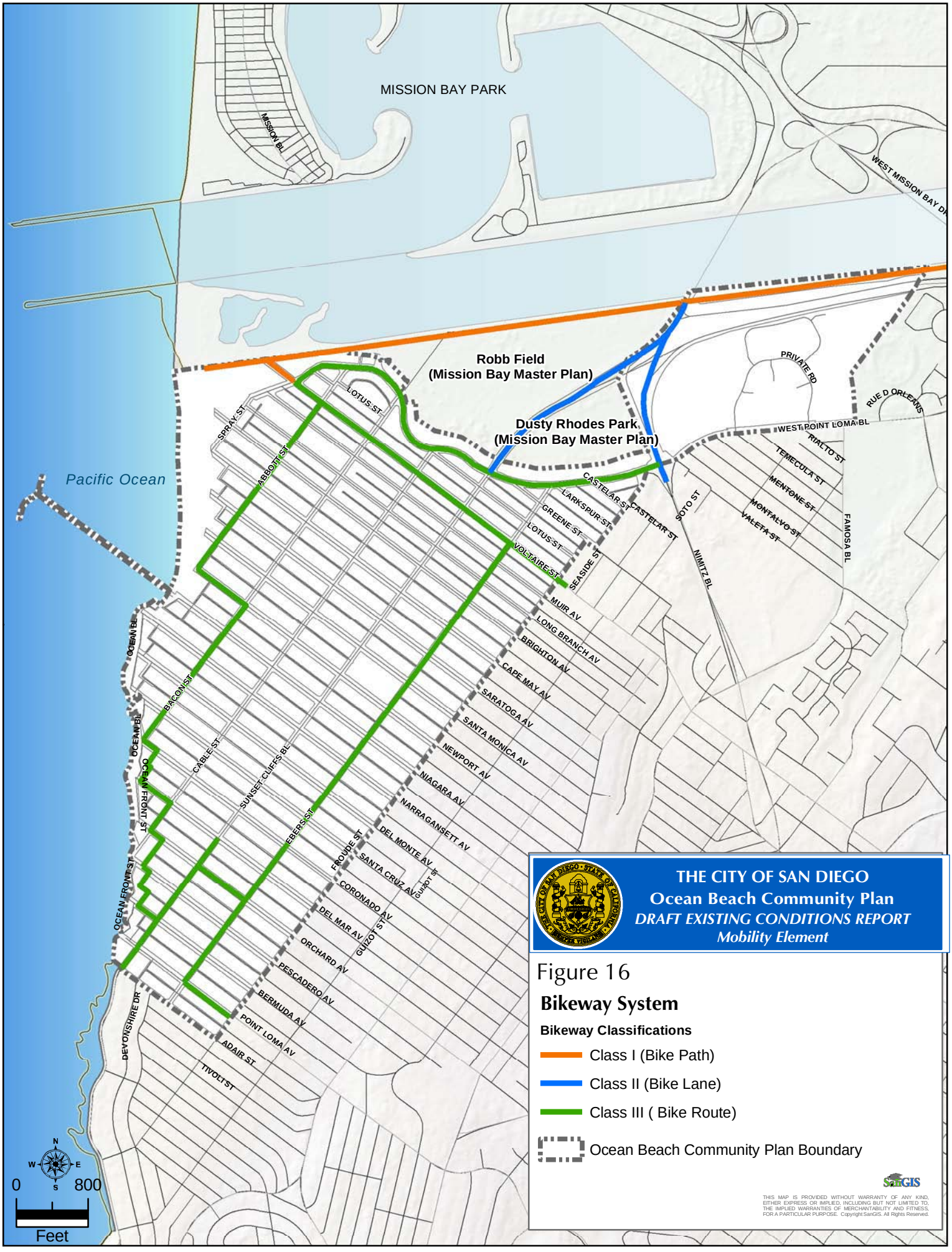

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Figure 16

Bikeway System

Bikeway Classifications

- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Ocean Beach Community Plan Boundary

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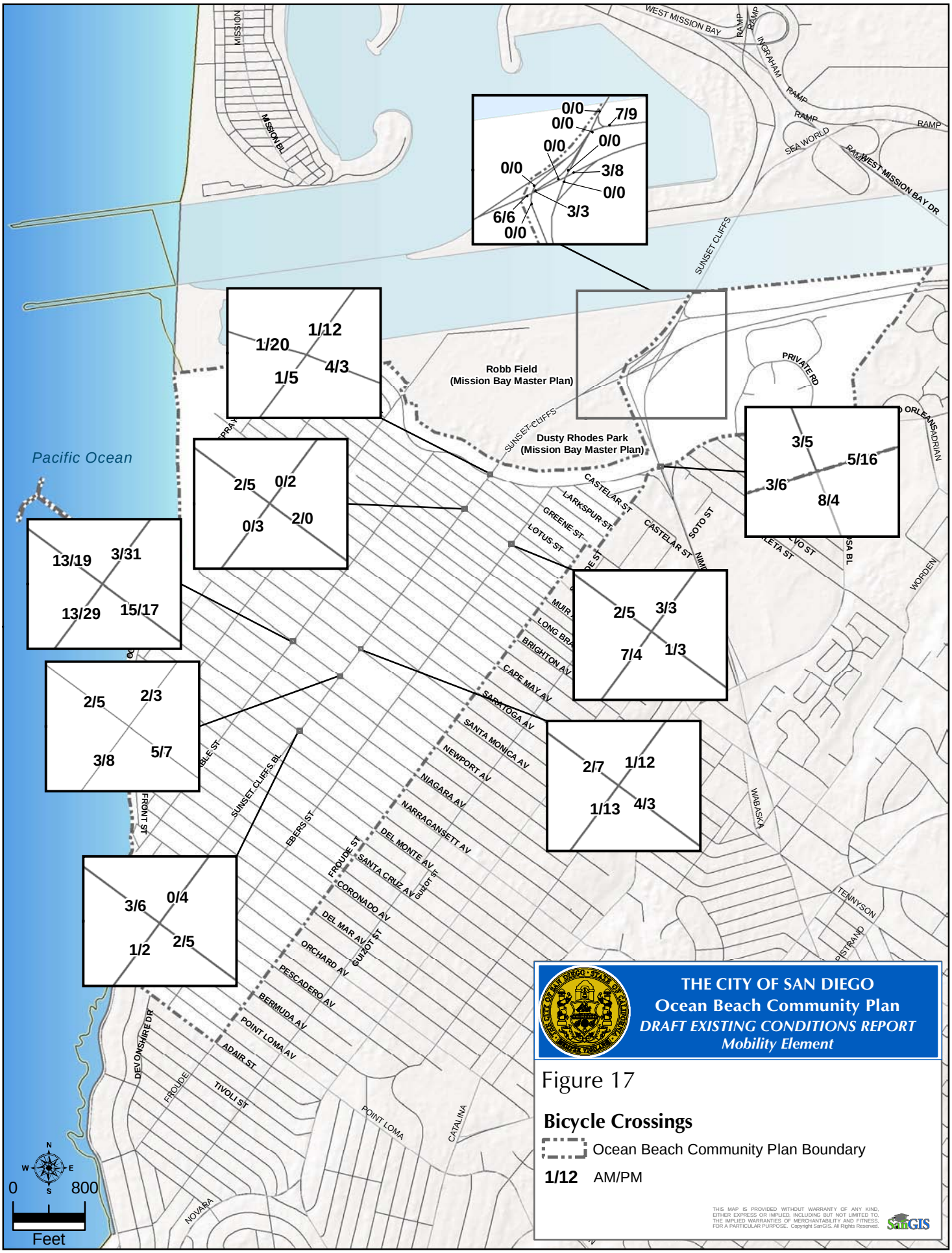

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Figure 17

Bicycle Crossings

Ocean Beach Community Plan Boundary

1/12 AM/PM

connects to the Bike Lane on Nimitz Boulevard. On the west side of the community, the Bicycle Route zigzags through short segments of many streets to connect Sunset Cliffs Boulevard to Bacon Street. The main uninterrupted east-west Bicycle Route in the community is on Voltaire Street, between Ebers Street and Spray Street, connecting to the Bike Path south of San Diego River. Portions of Abbot Street, Bacon Street, Cable Street, Ebers Street, Sunset Cliffs Boulevard, and Voltaire Street are examples of roadways which have Bike Routes.

Figure 18 illustrates each of these classes.

Collisions
The bicycle-related collisions in the community are analyzed based on various factors. A comparison is made for each of the factors between the community and the city-wide average. Once complete, Appendix N details the collision evaluation.

Level of Service
A new methodology is developed by Florida Department of Transportation to assess the level of service for bicycle facilities. This methodology will be presented in the next update of this report, to determine the LOS in Ocean Beach.

PARKING

Both on- and off-street parking are in high demand in most areas of Ocean Beach. Much of the development in Ocean Beach took place many years ago when the number of cars and the car ownership ratio were less. Currently, multi-car households create a high demand for the limited available on- and off-street parking. Also, with the conversion of numerous garages to additional rooms in dwelling units, available garage parking spaces are reduced and increased parking burden is placed on the existing on-street supply of parking.

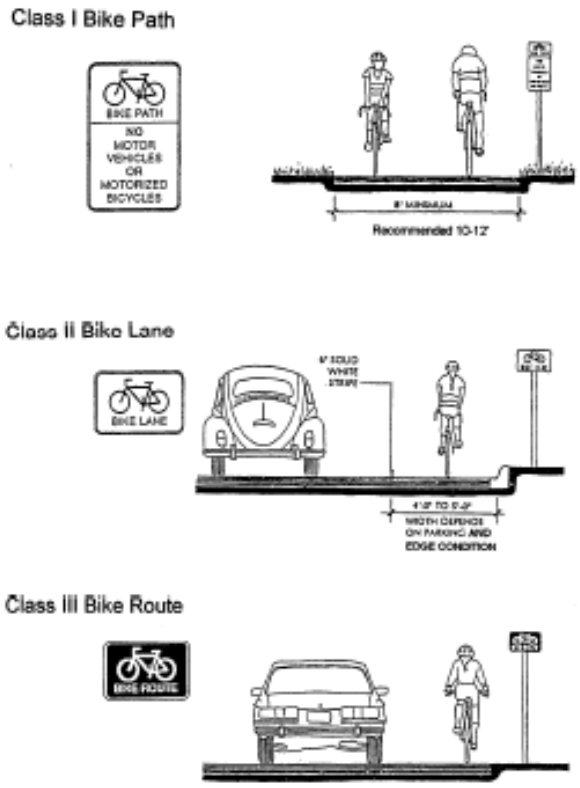
Figure 19 shows a conservative estimate of on-street curb use which includes parking passenger zones and commercial loading zones. Also, three beach oriented City of San Diego off-street parking lots are shown. A greater number of cars may actually park on the streets than shown on the map, depending on the length of the vehicles the distance left between the cars and the placement of the vehicles along the curb.

The only ways to increase the on-street parking supply are to convert some of the on-street spaces to time-limited parking, to remove red painted curb segments, close off driveways, or to install diagonal parking. Most of the streets in Ocean beach are not wide enough to allow the streets to accommodate diagonal parking. Also, there should be at least 100 feet of uninterrupted curb length before a gain can be made from converting parallel spaces to diagonal configuration. All of these alternatives will need to be considered on a block by block basis to determine their suitability for implementation. Community members do not favor paid parking in Ocean Beach. In order to determine what other strategies may be used to address parking management in the community, the Mobility Planning section staff has requested community input to identify and rank three tiers of parking severity in Ocean Beach. Once a consensus is developed, a map will be provided along with suggested recommendations to address each tier.

Class I Bike Path – Typically called a bike path, this provides for bicycle travel on a paved right-ofway completely separated from any street or highway.

Class II Bike Lane – These facilities are often referred to as bike lanes. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.

Class III Bike Route – Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.



Shared Roadway (No Bikeway Designation). Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, routes may be unsuitable for bicycle travel, and it would be inappropriate to encourage additional bicycle travel by designating the routes as bikeways. Finally, routes may not be along high bicycle demand corridors, and it would be inappropriate to designate bikeways regardless of roadway conditions (e.g., on minor residential streets).

Figure 18
Bikeway Classifications

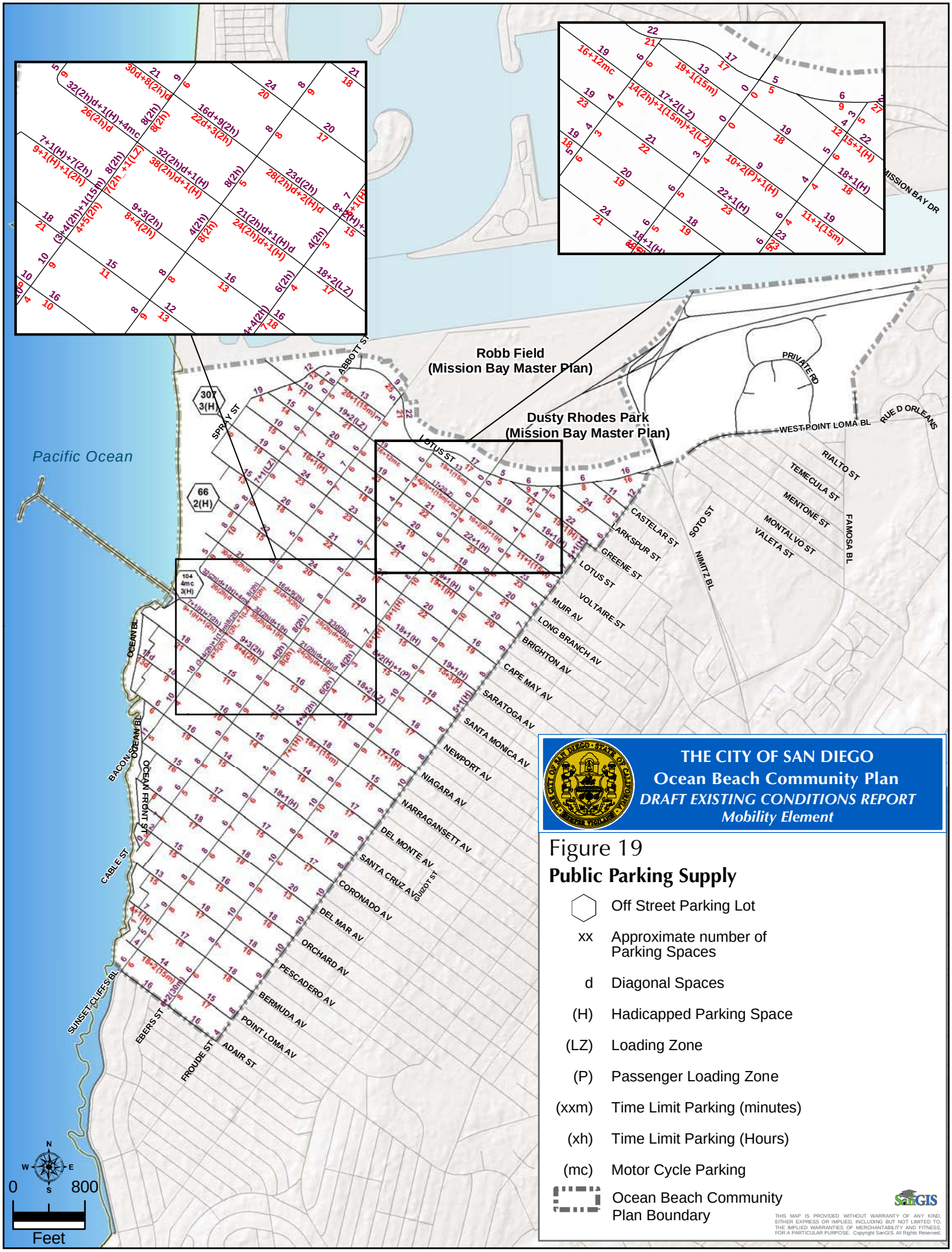


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Figure 19
Public Parking Supply

⬡	Off Street Parking Lot
xx	Approximate number of Parking Spaces
d	Diagonal Spaces
(H)	Hadicapped Parking Space
(LZ)	Loading Zone
(P)	Passenger Loading Zone
(xxm)	Time Limit Parking (minutes)
(xh)	Time Limit Parking (Hours)
(mc)	Motor Cycle Parking
▭	Ocean Beach Community Plan Boundary

SanGIS

AIRPORTS

There is no airport within the community, however, Ocean Beach is located below the take off path of the San Diego International Airport and is impacted by its associated noise.

PASSENGER RAIL

Ocean Beach has no direct access to passenger rail.

GOODS MOVEMENT & FREIGHT

There are no industrial activities that would require raw material delivery to the community or movement of finished goods from it. The community has no truck route. Commercial good movements are limited to local deliveries to businesses.